(xiv) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.

(xv) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

(xvi) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.

(d) As a result of various safety measures, the number of consequential train accidents have been coming down gradually over the years. They have come down from 1130 accidents in 1981-82 to 414 during 2001-02.

Installation of ACD

433. SHRI K. RAHMAN KHAN:
SHRI RAJU PARMAR:
SHRI BHAGATRAM MANHAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that accidents in the various railway zones have increased during the last one year;

(b) whether it is also a fact that one of the factors for frequent accidents is that railway do not have Anti Collision Device (ACD) developed by Konkan Railway;

(c) whether Government propose to install Anti Collision Devices in view of the increasing number of rail accidents; and

(d) if so, how much time would be needed for the installation of such devices to keep at bay losses of man and material due to rail accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir. The number of consequential train accidents on Indian Railways has declined from 473 in 2000-01 to 414 in 2001-02.

(b) Train accidents are caused by various factors. One of the many initiatives that help in controlling the occurrence of accidents is the

introduction of new technology for reduced human interference and this is undertaken on a continuous basis on Indian Railways. Anti Collision Device (ACD) developed by Konkan Railway is one such initiative.

(c) and (d) Yes, Sir. The field trials of the ACD on Northern Railway have been completed and certain works of its installation are being planned.

Balurghat-Eklakhi line in West Bengal

434. SHRI NILOTPAL BASU: Will the Minister of RAILWAYS be pleased to state:

(a) the status of commissioning of Balurghat-Eklakhi line covering Malda and Dakshin Dinajpur Districts of West Bengal and details arising thereof;

(b) whether it is a fact that Railway only plans to operate passenger trains and not goods trains along this new line;

(c) if so, the reasons therefor and whether this will affect the viability of the project;

(d) whether some of the bridges particularly over the river Punarbhaba is much lower than would be warranted in a flood prone district to ensure free movement of boats; and

(e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE INTHE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The section between Eklakhi-Gazole has already been commissioned. The line upto Buniadpur is targeted for completion during 2002-2003.

(b) and (c) No, Sir. However, the running of goods trains on this line would depend upon traffic arising.

(d) and (e) The clearances for the bridges have been provided as per the prescribed norms considering the highest flood level. During emergency flood situation, country boats can pass through the bridges, if necessary.